Sept. 4, 1934. A. J. DECKER 1,972,376

TOY TRUCK

Filed Jan. 2, 1934 2 Sheets-Sheet 1

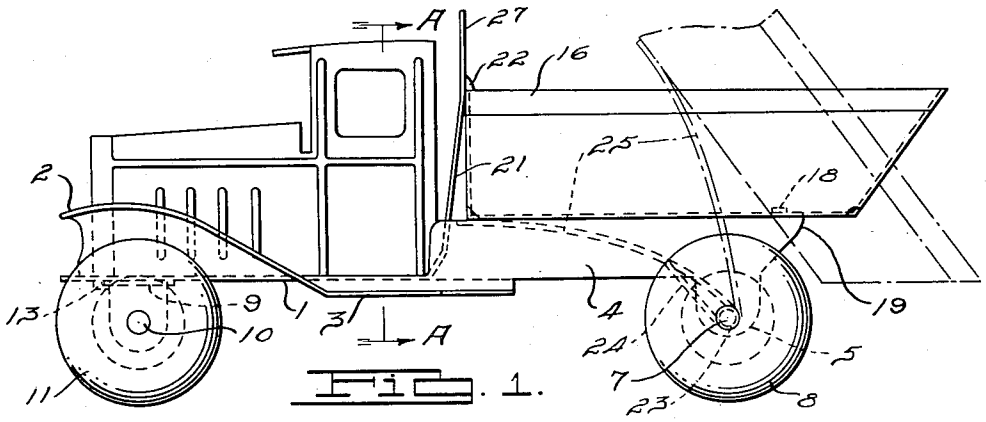


Fig. 1.

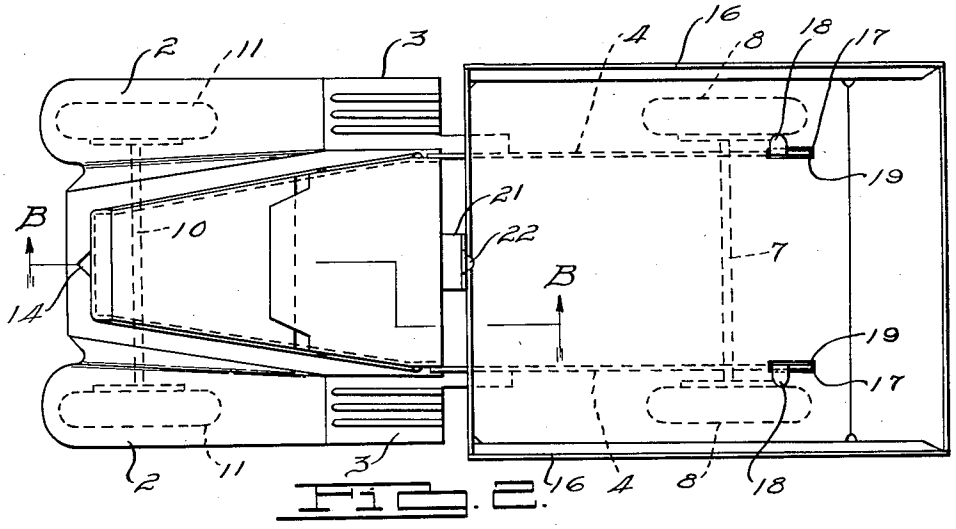


Fig. 2.

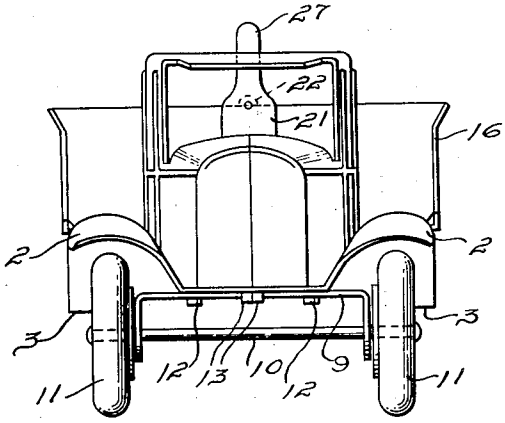


Fig. 3.

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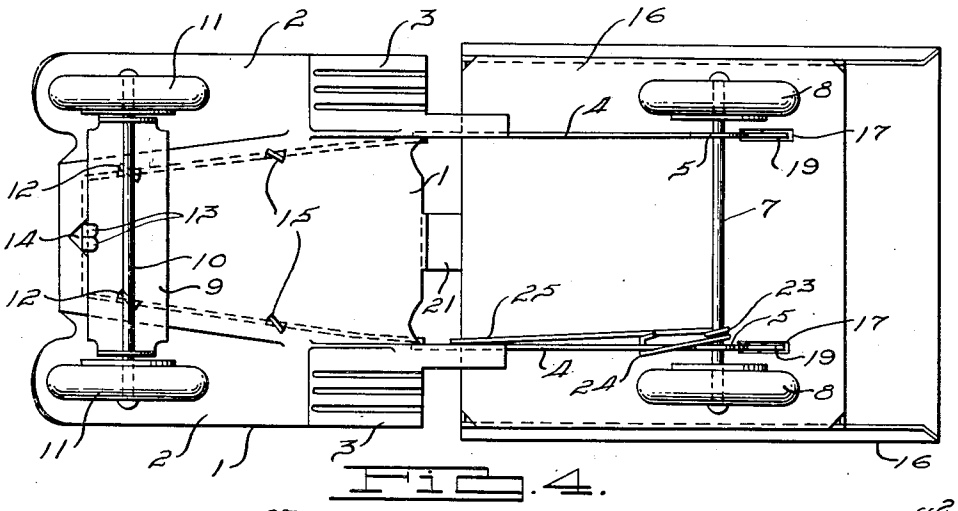


Fig. 4.

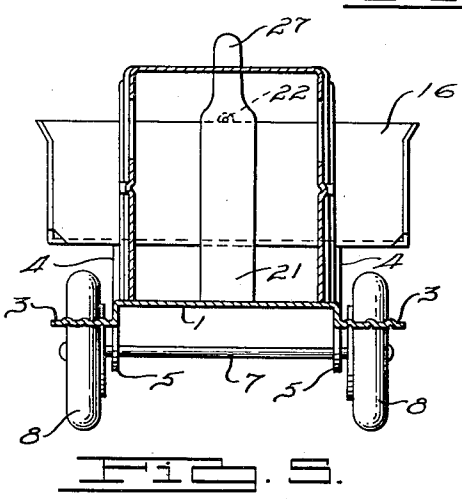


Fig. 5.

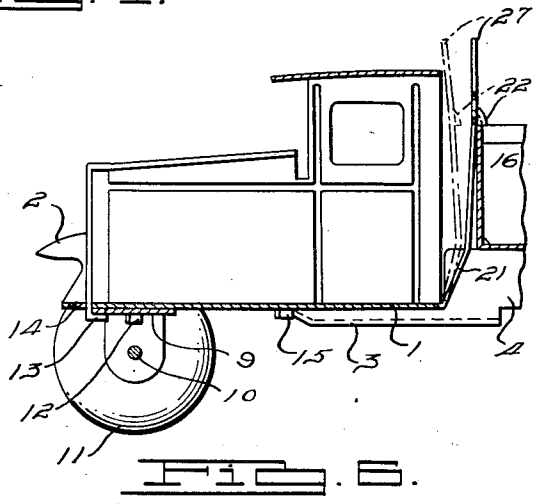


Fig. 6.

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UNITED STATES PATENT OFFICE

1,972,376

TOY TRUCK

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Application January 2, 1934, Serial No. 704,852

8 Claims. (Cl. 46—48)

This invention relates to toy trucks and the object of the invention is to provide a toy truck made of sheet metal and assembled so as to provide a firm and rigid toy which cannot be easily damaged.

Another object of the invention is to provide a toy truck including a chassis having integral fenders and provided with a front axle support secured to the chassis by the lugs of the body which extend through both the chassis and the axle support.

Another object of the invention is to provide a sheet metal toy truck in which the rear portion of the chassis is formed by turned up flanges on which a body may be supported and which is provided with depending lugs in which the rear axle is mounted.

Another object of the invention is to provide a toy truck having a pivoted body and a spring for turning the pivoted body, the chassis being provided with a spring catch to hold the body in the horizontal position.

These objects and the several novel features of the invention are hereinafter more fully described and claimed and the preferred form of construction by which these objects are attained is shown in the accompanying drawings in which—

Fig. 1 is a side elevation of a toy truck embodying my invention.

Fig. 2 is a plan view thereof.

Fig. 3 is a front elevation thereof.

Fig. 4 is a view of the underside of the truck.

Fig. 5 is a section taken on line A—A of Fig. 1.

Fig. 6 is a section taken on line B—B of Fig. 2.

As shown more particularly in Fig. 4, the chassis comprises a sheet metal member 1 having front wheel fenders 2 formed integrally therewith and pressed from the same blank. These fenders 2 as shown in Figs. 1, 2 and 4 extend toward the rear and provide ribbed running boards 3 as shown. Toward the rear, the chassis 1 is provided with upturned flanges 4 at the sides and depending lugs 5 are formed integrally with the flanges 4 as shown in Figs. 1 and 4. The rear axle 7 is mounted in these lugs 5 as shown in Fig. 5 and wheels 8 are mounted on the ends of the axle 7. The front axle is supported in an inverted U shaped bracket 9 shown in Fig. 3 and this front axle 10 is provided with wheels 11 mounted thereon as shown. The cab and hood shown in Figs. 1, 2 and 3 are formed from sheet metal and the hood is provided with a pair of depending lugs 12 which are inserted through apertures provided therefor in the chassis member 1 and through apertures provided therefor in the inverted front axle bracket 9 and the ends of these lugs 12 are given a slight twist as shown in Fig. 4 to secure the hood, chassis and axle mounting together. Two lugs 13 are provided which extend downwardly from the front of the hood through an aperture 14 provided in the member 1 and these lugs 13 are bent backwardly to engage over the front edge of the bracket 9 as shown in Figs. 3, 4 and 6, which prevents the bracket 9 from twisting on the lugs 12. The hood is also provided with depending lugs 15 which are inserted through apertures provided in the member 1 and are given a slight twist to further secure the hood and cab to the chassis.

The side flanges 4 of the chassis may be utilized to support any type of body thereon and the body illustrated in the drawings is a dumping body which is adapted to be tilted on the chassis to dump the contents thereof. This body 16 is provided with a pair of slots 17 in the bottom through which the lugs 18 on the flanges 4 of the chassis extend, the lugs 18 being bent outwardly as shown to retain the body on the chassis. These slots 17 extend slightly beyond the ends 19 of the chassis members 4 and the ends 19 are formed so that the body may be tilted on the chassis until the ends of the slots 17 engage the ends 19 of the chassis.

As shown more particularly in Figs. 5 and 6, the chassis portion 1 is provided with an upwardly bent arm 21 at the rear of the automobile body and this arm 21 is provided with a struck-out lug 22 adapted to engage over the upper edge of the body 16. This retains the body in position on the two frame members 4 and a spring 23 extends about the axle 7 as shown in Fig. 4 and one end 24 of the spring extends through an aperture provided therefor in the chassis member 4. The opposite end 25 of the spring engages against the bottom of the body 16 and tends to turn the body upwardly on its pivot as indicated by dotted lines in Fig. 1. The latch arm 21 is formed from the metal of the chassis portion 1 and normally retains the body in position against the tension of the spring 23 but this arm 21 is provided with an upwardly extending end 27 for releasing the arm 21. This end 27 may be engaged with the finger and may be moved to the dotted position shown in Fig. 6 at which time, the body 16 is released and is thrown upwardly by the spring end 25 to the dumping position shown in dotted lines in Fig. 1.

To re-secure the dumping body 16 in the horizontal position, it is merely necessary to turn the body by hand back to the horizontal position

until the upper edge of the body engages beneath the struck-out lug 22 on the spring latch 21.

From the foregoing description it becomes evident that the device is very simple and efficient in operation, will not easily get out of order, is composed of few parts and is of consequent low manufacturing cost and provides a device which accomplishes the objects described.

Having thus fully described my invention, its utility and mode of operation, what I claim and desire to secure by Letters Patent of the United States is—

1. A toy truck comprising a sheet metal chassis member having integral front fenders, a sheet metal hood and cab, the hood and cab being provided with depending lugs extending through the chassis member, a front axle support secured in place by said lugs, the chassis member rearwardly of the cab being provided with upturned flanges, a body pivotally mounted on the upper edge of said flanges, the ends of the chassis member being formed to limit turning movement of said body on its pivot, a pair of lugs extending downwardly from said chassis member, a rear axle supported in the said lugs, a spring about the rear axle and engaging the body member, the said spring being adapted to turn the body member on its pivot to dumping position, a spring latch extending upwardly from the chassis member and provided with a struck-out lug normally engaging over the upper edge of the body at the end opposite its pivot, the latch being adapted to be moved by hand to disengage the body and allow it to be turned on its pivot by said spring to the dumping position.

2. A toy truck comprising a sheet metal chassis member having integral fenders and a pair of upturned flanges adjacent the rear end, a body pivotally mounted on said flanges, a pair of lugs extending downwardly from said flanges, a rear axle mounted in said lugs, a spring about said axle tending to tilt said body on its pivot, the flanges of the chassis member being shaped to limit turning movement of the body on its pivot and a spring catch formed integrally with and extending upwardly from the chassis member and arranged for securing the body in horizontal position against the tension of the spring.

3. A toy truck comprising a sheet metal chassis member having integral fenders, a sheet metal hood and cab, the hood and cab being provided with depending lugs extending through the chassis member, a front axle support secured in place by said lugs, the chassis member rearwardly of the cab being provided with upturned flanges, a body pivotally mounted on said upturned flanges, a pair of lugs extending downwardly from said upturned flanges and a rear axle supported in said lugs.

4. A toy truck comprising a sheet metal chassis member having integral fenders, a sheet metal hood and cab, a sheet metal front axle bracket, the hood and cab member being provided with a series of depending lugs extending through the chassis and front axle bracket to secure the hood, chassis and front axle bracket together, the chassis member rearwardly of the cab being provided with parallel flanges and a rear axle supported in said parallel flanges.

5. A toy truck comprising a sheet metal chassis having fenders formed integrally therewith, a one piece hood and cab, a front axle bracket, the hood being provided with depending lugs extending through the chassis and front axle bracket to secure the said parts together and the chassis rearwardly of the cab being provided with upturned flanges arranged to receive a truck body thereon.

6. In a toy vehicle, a one piece sheet metal chassis having fenders formed integrally therewith, a front axle bracket, an axle rotatably mounted in the front axle bracket, a wheel on each end of the axle, the bracket being positioned beneath the chassis with the wheels extending beneath the fenders and a body positioned on the chassis and having lugs extending through the chassis and front axle bracket, said lugs securing the body, chassis and front axle bracket together.

7. In a toy vehicle, a one piece sheet metal chassis having fenders formed integrally therewith, a front axle bracket, a body member adapted to be mounted on the chassis, the body member being provided with lugs extending through the chassis and front axle bracket and securing the body, chassis and front axle bracket together, the chassis at the rear being provided with a pair of depending lugs and a rear axle mounted in said depending lugs.

8. In a toy vehicle, a one piece sheet metal chassis having fenders formed integrally therewith, a front axle bracket, a body member adapted to be mounted on the chassis, the body member being provided with depending lugs extending through the chassis and front axle bracket and securing the body, chassis and front axle bracket together.

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